

30' Quarter Corner

N0°19'30"W - 938.0'

Point of Beginning

S89°39'30"E - 693.40'

663.40'

30.0'

CRATER LAKE HIGHWAY (ABANDONED)
384.87'

Right of Way Exception
417.40'

S0°19'30"E - 417.40'

30' Sixteenth Corner

32.55'

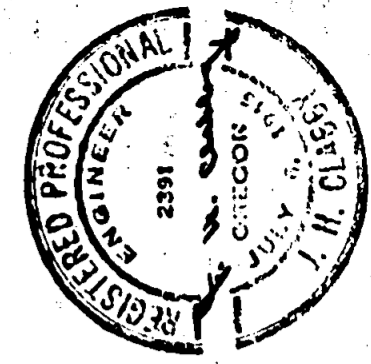
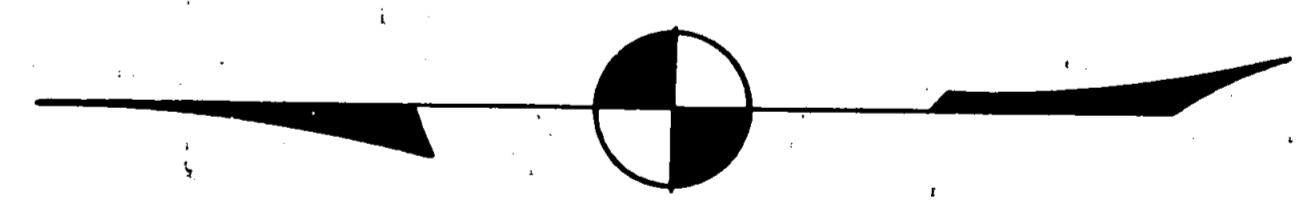
30.0'

663.40'

N89°39'30"W - 693.40'

N0°19'30"W - 1290.34'

30' Section Corner



BOUNDARY LOCATION
PROPERTY SITUATED IN SECTION 29,
T36S, R1W, W.M.,
JACKSON COUNTY, OREGON
J.H. CLABBY - CIVIL ENGINEER
MEDFORD, OREGON
SCALE: 1" = 50' 1-31-1952

Survey Narrative to Comply with Section 87-330, 1947 Oregon State Laws.

Survey for: C. C. Hoover

Location: Sec. 29, Township 36 South, Range 1 West, Willamette Meridian, Jackson County, Oregon.

Purpose of Survey:

To survey a piece of land for sale purposes.

Procedure:

Found stake, with surveyor's tack in it, located in the center of the Old Crater Lake Highway (Oregon No. 62). This point is said to mark the south sixteenth corner common to Sections 29 and 30, Township 36 South, Range 1 West, Willamette Meridian, Jackson County, Oregon, and it has been used as a starting point for many surveys in that vicinity during recent years. The sixteenth corner was verified by measurement to the section corner common to Sections 29, 30, 31 and 32, and to the quarter corner common to Sections 29 and 30. Both of these points are located on the center line of the abandoned Crater Lake Highway.

The property in question was defined by fence lines on its south, east and west boundaries. The north boundary was to fall south of an irrigation ditch, leaving a strip wide enough to permit a cow to walk between the ditch and the property line. This distance was estimated at approximately 15 feet, measured from the apparent centerline of the ditch, and it allowed for a waterway, a low bank at the edge of the ditch and erratic movements of the cow.

Survey bearings were established by sighting from the sixteenth corner to the quarter corner and turning angles to fence lines and to the apparent centerline of the previously mentioned irrigation ditch. The tract was laid out as a parallelogram with opposite interior angles of $90^{\circ} 40'$ and $89^{\circ} 20'$ at the northeast, southeast and northwest, southeast corners respectively.

Iron pins ($5/8"$) were set at the Northeast and southeast property corners. Northwest and southwest property corners fell in the highway pavement, but $5/8"$ iron pins were set 30.00 feet east of the highway centerline and they mark the boundaries of the State Highway Department right of way as it affects the property in question.

February 1952

J. H. Clabby

